SAN FRANCISCO
LEGEND

SOUTH / NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

FSS — FAR 91
NO SVFR — Location Identifier
NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.
CT - 118.3 ★ Ⓒ ATIS 123.8
285 L 72 122.95
Runways with Right Traffic Patterns (public use) — RP 23, 34
RP ★ Special conditions exist - see A/FD.
VFR Advsy 125.0 — UNICOM
AOE — Airport of Entry

SPECIAL USE AIRSPACE ON SAN FRANCISCO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL – Flight Level. NO A/G – No air to ground communications. Contact nearest FSS for information.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE
R-2513	TO FL 240
R-2531	TO BUT NOT INCL 4000
R-4803	TO BUT NOT INCL FL 1…

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION:GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

SAN FRANCISCO VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPKBG	KINGSBURY GRADE	N38°58.75' / W119°53.20'

SAN FRANCISCO
SECTIONAL AERONAUTICAL CHART

SOUTH / NORTH

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33° 20' and 38° 40'

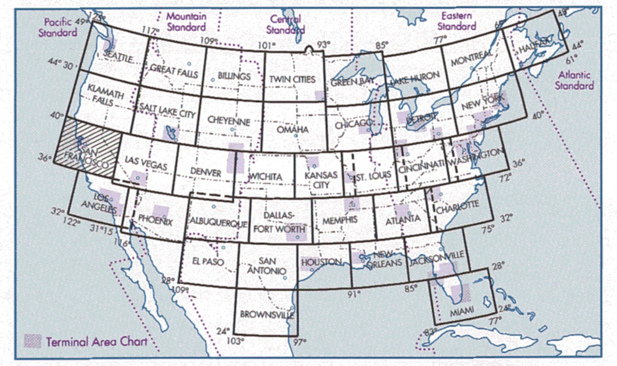
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

85TH EDITION EFFECTIVE 0901Z 26 AUG 2010
TO 0901Z 10 MAR 2011

Includes airspace amendments effective 29 JUL 2010 and all other aeronautical data received by 1 JUL 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION



NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

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